

COAST GUARD

BULLETIN



ISSUED

MONTHLY

Volume 2

WASHINGTON, FEBRUARY 1944¹

Number 20

WATERFRONT FIRE PROTECTION ACTIVITIES OF SERVICE PROVE EFFECTIVE

The effectiveness of the waterfront fire-protection activities of the Coast Guard is indicated by statistics recently released by the Service. During the 12-month period from September 30, 1942, to October 1, 1943, Coast Guard fireboats and land apparatus responded to a total of 2,852 waterfront fires. Coast Guard equipment was used either independently or in cooperation with municipal forces in the extinguishing of 1,167 of these fires. Thirty-two percent of the fires were aboard vessels, a type of fire which the Coast Guard, with its special equipment, is better able to handle than is the average municipal fire department.

The Service, through its effective guarding and patrolling of both the land and water side of port areas, discovered and reported approximately 26 percent of the total number of actual fires. Most of these fires were discovered in their early stages and it can be assumed that a great number of serious waterfront conflagrations were thereby prevented.

The distribution and assignment of 250 Coast Guard fireboats to 121 ports has provided marine fire-fighting apparatus where such apparatus was previously inadequate or entirely lacking. Only 23 ports had fireboat protection prior to the Coast Guard's assumption of port security responsibilities. There were many instances of serious waterfront fires which could readily have developed into conflagration proportions were it not for the prompt action of the Coast Guard fireboats. These fireboats made it possible to attack pier or wharf fires from the water side, an advantage not possessed by land-based apparatus.

The large number of Coast Guard fire-pump trailer units assigned to Captain of the Port duty is serving a very useful

purpose. For the most part they are assigned to points where the loading of hazardous cargo is carried on, and have on numerous occasions been instrumental in extinguishing fires in their earlier stages, preventing serious losses. The potentialities involved in fires aboard vessels loading ammunition or explosives need no emphasis, and prevention of one single major ship explosion would more than offset the entire cost of this precautionary service.

In order to evaluate the fire-protection work of the Coast Guard, it is necessary to consider the situation brought about by the war as it affects other agencies charged with this responsibility. In cities, protection against fire, including both fire prevention and fire fighting, is normally a responsibility of the municipal fire department. Because of the inability to purchase new equipment, depletion of manpower, and lack of legal jurisdiction over conditions aboard vessels, municipal responsibilities could not be discharged to the degree demanded by the importance to the war effort of ships, shipping facilities, and cargoes of war material. The manpower situation is the greatest handicap to the municipal fire departments. Younger men have enlisted or have been inducted through Selective Service and older men have been attracted from municipal service by the high wages paid in war industries. The net result is that the effectiveness of municipal fire protection as a whole has been reduced considerably.

The seriousness of this situation became apparent in the early part of 1943 in several different cities. Seattle, Wash., and San Diego, Calif., were each forced to decommission one of their municipal fireboats because of their inability to maintain the manual strength of their fire departments. Action by the Coast Guard was necessary. As it was obvious that the loss of these fire-

¹ Published with the approval of the Director of the Budget.

boats would have seriously impaired the fire protection of the waterfront of these ports, the Coast Guard stepped in and chartered these fireboats for the duration. They are now manned and operated by trained Coast Guard personnel. In New Orleans, the fire department had two new 500-gallon pumbers which they were unable to place in service because of the lack of manpower, despite the growing need for them. The city loaned these pumbers to the Coast Guard and they are now manned and operated by Coast Guard personnel. The city of Tacoma, Wash., was reduced to operating its one fireboat with only three men, this being only about one-quarter of the complement necessary for effective operation. Now the Coast Guard sends a crew of men by patrol boat to assist whenever the fireboat is called into service.

AMENDMENTS PROVIDE MORE EFFICIENT ADMINISTRATION OF TEMPORARY RESERVES

More efficient administration of the temporary membership of the United States Coast Guard Reserve has been secured by the adoption of certain amendments to the Coast Guard Reserve Regulations affecting personnel in this category. These amendments became necessary as the portions of the Regulations involved had been drafted prior to the development of the present functions of the temporary members of the Reserve.

One of the amendments covers the matter of physical qualifications of temporary members of the Reserve. It authorizes the Commandant to prescribe from time to time the necessary requirements. This provides a desirable flexibility quite necessary in dealing with a group of men, many of whom are above the average military age.

Another amendment concerns the classifications of temporary members of the Reserve. Because of the modifications from time to time of the duties of temporary members, it is preferable that the Commandant authorize such classifications rather than to specify the classes in rigid regulations.

A third amendment relates to the periods of enrollment of temporary members of the Reserve, in order that such periods may be prescribed by the Commandant.

A further step in the improvement of the administration of the temporary members of the Reserve was the recent conference at Headquarters of the vari-

ous district officers detailed to personnel duty in connection with these groups. At this conference current problems were discussed and proper procedure outlined. This was followed by the issuing by Headquarters of a small manual entitled "Information Relating to Temporary Members of the United States Coast Guard Reserve." This manual is fully indexed and contains references to the Regulations, to personnel bulletins, Headquarters letters and circulars, and to other appropriate sources of guidance.

OFFICERS NOW BEING TRAINED AS MERCHANT MARINE INSPECTORS

To meet the increased need for Merchant Marine Inspectors, the Coast Guard is now operating a special school at New York where officers are given instruction in the general duties of this phase of the Coast Guard's activities. A new class of 12 officers began the 5-week course on December 27. On completing the course, the officers are assigned to those ports where a need for their services exists.

The school is conducted by two Merchant Marine Inspectors of long experience, Lt. Comdrs. Knud L. Hansen and Charles F. Fornason. Since it is not intended that the graduates be specialists in any particular phase of the inspection work, the course is general in character and covers the broader aspects of marine inspection functions. The technical instruction is augmented with frequent visits to vessels, to shipyards, and to plants where vessel equipment is manufactured.

The first week of the course is devoted to the basic authority for merchant marine inspection work, the responsibilities of the Coast Guard in this field, and the past history of such activities. Also included is an analysis of the sequence of inspections of new vessels from contract to delivery, and a study of the inspection rules and regulations for all types of vessels on the various bodies of water.

The second week is devoted to the following subjects: Duties of inspectors under the Coast Guard port security regulations; lifesaving equipment; marine engineering, material specifications, welding, etc.; application, scope, and practical aspects of the motorboat regulations; load line regulations. A visit to a large shipyard provides an opportunity to view new ship construction. For the examination of life preservers

and life rafts, their construction and testing methods, the group visits a well-known plant engaged in their manufacture.

The third week is devoted to the following studies: Ocean and coastwise tanker rules; marine engineering, material specifications, welding, etc.; rules for the construction of lifeboats, rafts, floats, etc.; new boilers, condensers, pressure vessels, heat treating; breakdown of machinery, boiler and machinery repair; scope and purpose of drydock examination of ships (tall shaft, stern tube, sea connections, outboard fittings, etc.); electrical inspection. These studies are augmented by a visit to a vessel in drydock, and by the inspection of a tanker in a discharged condition.

The fourth week is devoted to the following subjects: The construction of fuel water heaters, fuel oil heaters, evaporators, and traps; the regulations applicable to vessels and shipping during the present emergency; the various reports made in the course of an inspection, and how to write them; ship safety in general; coordination and dependence of safety devices. These studies are augmented by a visit to an engineering plant, inspection of cargo vessels in discharged and loaded conditions, and a visit to a lifeboat and davit factory where the new construction of lifeboats, davits, floats, and rafts is observed.

Topics for the fifth week are as follows: Licensing and certificating of merchant marine personnel; inspecting a motor vessel; inspecting tugs and other nondescript vessels; drilling and instructing masters, officers, and crews in safety and the use of safety equipment. In addition, pumping systems, including bilge, ballast, fire, fuel, oil, sanitary, etc., are studied, as are such items of emergency equipment as gauges, sounding tubes, vents, fitting lines, etc. The trainees also spend a day at a port of embarkation where they examine and survey transports of various types.

THE COAST GUARD AT TARAWA

Secretary of the Navy Frank Knox at a recent press conference said:

"Yes, I am talking about Tarawa. Betio Island off Tarawa was the principal stronghold—the one that received all the attention. There is one phase of this attack that we have overlooked in our publicity which ought not to be overlooked. These landing craft that take the marines ashore and the soldiers ashore are manned by either Navy personnel or Coast Guard personnel, and

the lads that handled those boats go in again and again and again—go in the first wave and second wave and so on, and they're under fire constantly. And while they're coming in, especially in the first wave, they get concentrated attacks from all the machine gun defenses the enemy has. And a good many of these boys are Coast Guard men. And let's not forget that they show the same quality of heroism in their work that the Marines show. They have fulfilled their mission with the same sort of valor."

WAR BALLOT APPLICATIONS DISTRIBUTED TO ALL SERVICE UNITS

Coast Guard Headquarters has recently mailed application cards for official war ballots to all Coast Guard units for the use of officers and men to enable them to vote by mail. These cards will be distributed to all personnel, and should be executed and forwarded to the proper local authorities promptly.

The information below is based on present law but several proposals to amend the existing servicemen's voting law (Act 16 September 1942, Public Law 712, 77th Congress, otherwise known as "The Ramsay Act") are now pending before the Congress. Several States are convening special sessions of the legislatures to liberalize present absentee voting laws. It is believed any changes in State laws will make present requirements less strict.

There will be balloting in four States prior to May 1.

LOUISIANA—Regular elections for State and local officers, April 18. As no Federal officers are chosen at this election, the Ramsay Act does not apply. Post card will be accepted as an application for absentee ballot, and should be mailed to the Secretary of State at Baton Rouge.

ILLINOIS—Primaries for nomination of candidates for both Federal and State offices on April 11. By special provision the names of candidates for State, county, and local offices are printed on the special war ballot. Forward the post card, indicating party affiliation, to the Secretary of State at Springfield, to reach him on or immediately after March 13. The executed ballot is to be returned before the closing of the polls on the day of the primary. Recent amendments to the election laws are not effective until after the coming primary.

NEBRASKA—Primaries on April 11, to nominate candidates for both Federal and State offices. Laws regulating primaries interpreted as unaffected by the Ramsay Act. Request at once an application for an absent voter's ballot from county clerk (in Omaha, from the election commissioner), to be returned to county clerk stating party affiliation. Should be mailed to reach county clerk on or immediately after March 12. Clerk will thereupon forward absent voter's ballot, which must be returned to him. Return envelope must bear postmarks not later than 12 o'clock midnight of the day preceding primary day.

PENNSYLVANIA—Primaries for both Federal and State officers April 25. Servicemen vote in accordance with either Federal law or State law. If the serviceman chooses the first method, his ballot is limited to Federal officers. Mail post card, indicating party affiliation, to the Secretary of State at Harrisburg. If the serviceman desires to use the second method, ballot includes both Federal and State offices. Applicants must be registered. Servicemen may secure registration cards by applying to registration commission having jurisdiction at place of legal residence. Special application forms for military ballots, obtained from the Secretary of State at Harrisburg, should be sent not before March 6 nor later than March 25 to the applicant's county board. Application must state the applicant's political party. The ballot should be executed according to accompanying instruction. The return envelope must be postmarked prior to midnight April 25 and received by the county board before May 5.

If a serviceman from any State is uncertain as to his eligibility to obtain a complete State ballot, he should write his Secretary of State at once. It is not the prerogative of the commanding officer or any other officer to determine voting qualifications. That is the function of competent election officials.

The policy of the Navy Department is to assist and encourage members of the Naval service to vote in any election for which they are eligible where practicable and compatible with military operations, but the exercise of the franchise must be free and uninfluenced. No advice should be given as to the decision of the serviceman.

FLEET OF OCEAN GOING CUTTERS DOUBLES IN TWO YEARS OF WAR

The Coast Guard's fleet of ocean-going cutters and smaller craft above 65 feet in length has more than doubled during the first 2 years of war according to statistics recently released by Coast Guard Headquarters. In December 1943, the Service was operating 635 vessels in these categories as compared to 282 vessels in the same categories operating in December 1941. In addition to its own vessels, the Coast Guard is also manning and operating 184 vessels for the Navy.

During the present calendar year, 77 new Coast Guard vessels are scheduled for commissioning, and present plans provide for the manning of 91 additional naval vessels.

RESCUE AND ASSISTANCE WORK CONTINUES TO PLAY MAJOR PART IN C. G. AVIATION

During the calendar year 1943, the aviation branch of the U. S. Coast Guard operated under the various Navy sea frontiers on antisubmarine work which included convoy coverage and area patrol. Squadrons of patrol bombers, utility transports, especially equipped with antisubmarine devices, and scout observation planes carried out patrols from the nine Coast Guard air stations strategically located along the coasts of the United States at Salem, Brooklyn, Elizabeth City, Miami, St. Petersburg, Biloxi, San Diego, San Francisco, and Port Angeles. To increase further the scope of the Coast Guard's operations in the air, advanced bases were established by some of these stations.

A Coast Guard patrol bomber squadron was organized during the year and is now operating outside the continental limits of the United States on antisubmarine warfare and air-sea rescue work. During the year planes were also operated outside continental limits on special aerial mapping projects for the Coast and Geodetic Survey and on other special work of a confidential nature. Amphibian planes have also been placed aboard large Coast Guard cutters where they are used for reconnaissance and special duty.

Because of wartime restrictions, full statistics on Coast Guard aviation activities cannot be published at this time. However, the following statements cover assistance and rescue operations, one of

the original reasons for the establishment of Coast Guard aviation and one of its more important peacetime duties.

During 1943 Coast Guard planes made 450 assistance flights; rescued 64 survivors; located and directed rescue of 507 other survivors; located 45 disabled, overdue, or crashed planes; and transported 82 emergency medical cases.

Specific air-sea rescue organizations have been established in certain areas to coordinate facilities of various services and effect more prompt rescue of plane crews or other persons in distress. Seaplanes and amphibians are used in this work in conjunction with fast rescue boats, while in one area the Coast Guard has a crew of trained parachute jumpers to aid survivors from crashed planes in the wooded and mountainous regions along the coastal area.

DISTRICT DIRECTORS OF COAST GUARD AUXILIARY CONFER AT WASHINGTON

A conference of all district Coast Guard Auxiliary directors was held at Headquarters from December 9 to December 11 inclusive. The purpose of the conference, which was also attended by the Commodores of the various Auxiliary organizations throughout the country, was to discuss the policies and present activities of the Auxiliary and to make preliminary plans for the post war activities of the organization.

The conferees were addressed by key officers at Headquarters, including Vice Admiral R. R. Waesche, Commandant, and Rear Admiral L. T. Chalker, Assistant Commandant. An agenda of the questions which were submitted by each district was prepared, and these questions were discussed in detail as were many policy problems promulgated by the Auxiliary Division at Headquarters.

In the 2 years this country has been at war, the Auxiliary has increased from an enrollment of 5,100 members and 5,000 vessels to approximately 48,000 members and 18,000 vessels. Approximately 28,000 Auxiliary members have also been enrolled in the Temporary Reserve of the Coast Guard and are devoting from 12 to 24 hours each week in the performance of active military duty.

Following Pearl Harbor, the Auxiliaries offered their services on small boats and performed commendably in rescue activities, patrols, guard duty, and other essential tasks. These men operated their own boats in all kinds of weather,

day or night, often with a great deal of personal risk, especially in offshore rescue operations involving the location of survivors of torpedoed vessels.

It soon became apparent, however, that it was not feasible to have the Auxiliaries, who are civilians, performing duties of a military nature. To correct this condition, Auxiliaries volunteering for duty of a military nature were enrolled as temporary members of the Coast Guard Reserve for the period required to perform the duties for which they volunteered, thus giving them the necessary authority and protection.

The primary function of the Auxiliary during wartime is to train men for military duty in the Temporary Reserve whenever and wherever a need for their services is found. The success of this program is shown by the fact that 28,000 Auxiliaries are now members of the Temporary Reserve. They are performing many types of port security duty in the various districts under the direction of the Captains of the Port.

UNIT OF VOLUNTEER PORT SECURITY FORCE ORGAN- IZED AT WASHINGTON

A Washington, D. C., unit of the Coast Guard Volunteer Port Security Force has been organized, and it is expected that men will be placed on duty within a month. While in other cities the Volunteer Port Security Forces have provided personnel for the guarding of docks and ships under the direction of the Captains of the Port, in Washington, where there is little commercial shipping, they will be used exclusively for the manning of patrol boats. This is the first city in which boat patrol work has been organized under the Volunteer Port Security Force.

The training course being adopted by the new Washington battalion differs markedly from courses used where battalions or regiments perform duty of a nonnautical character. Included in the course are the usual seamanship and piloting subjects necessary for the proper handling of small patrol boats. In addition to these strictly boating subjects are those of a military nature, including indoctrination, Coast Guard regulations, law enforcement, small arms, identification, and boarding practices.

Many members of the local flotillas of the Coast Guard Auxiliary are joining the Volunteer Port Security Force, in which they are enrolled as temporary members of the Coast Guard Reserve.

**SECURITY PENNANTS AWARDED
TO PIER OPERATORS FOR
COOPERATIVE EFFORTS**

Security "S" pennants and honor certificates have been awarded to 20 New Jersey pier operators for outstanding efforts in maintaining superior safeguards against fire and sabotage. The awards were made by a committee of mayors of cities along the New Jersey shore of the port of New York, at Jersey City on December 28, before ranking Coast Guard, Army, and Navy officers and representatives of the Port Coordinators' Security Group.

The recipients of the "S" pennants were selected by the Port Coordinators' Security Group which is under the direction of Rear Admiral Stanley V. Parker, Coast Guard Captain of the Port of New York and coordinator for all port security activities on the Atlantic coast. Those selected were recommended because of their cooperation in following Coast Guard requirements for port security, which includes the supplying of proper civilian guards and fire-fighting equipment and the adequate maintenance of structures.

The following companies received the award: Ford Motor Co.; Spencer-Kellogg & Sons; Alcoa Steamship Co.; Lamport & Holt Line, Ltd.; Hoboken Land & Improvement Co.; General Foods Corporation; Pacific Coast Direct Line, Inc.; Holland America Line; Waterman Steamship Agency, Ltd.; American Export Line; Moore-McCormack Lines, Inc.; Baker Castor Oil Co.; Lehigh Valley Railroad; American President Lines; Standard Oil Co. of New Jersey; The Texas Co.; Tidewater Associated Oil Co.; Asiatic Petroleum Co., Inc.; Richfield Oil Corporation of New York; and the Pennsylvania Railroad Co.

The Port Coordinators' Security Group, headed by Comdr. Joseph J. Flynn of the Port Security Section of the Coast Guard and Chief of the Coast Guard Intelligence Office in the Third Naval District, is composed of representatives of the Coast Guard, the Army, the Navy, the Customs Service, the War Shipping Administration, the Department of Marine and Aviation, and the Schedule Rating Office of the State of New Jersey.

The progress made through the coordination of port security activities is indicated by the statistics on fire claims paid during recent years. Pier claims in 1941 were \$5,006,841. In 1942, the total was \$781,941, and in 1943 (to June) the amount was reduced to \$450. There were no claims for ship losses for the same period in 1943.

**RIBBON FOR COMMENDATORY
SERVICE AUTHORIZED
BY THE NAVY**

A new ribbon, to be known as the Commendation Ribbon, has just been authorized by the Navy Department. The ribbon may be worn by all personnel of the Coast Guard, the Marine Corps, or the Navy, who have received an individual letter of commendation for an act of heroism or service performed since December 6, 1941. The commendations must be signed by the Secretary of the Navy, the Commander in Chief of the U. S. Fleet, the Commander in Chief of the U. S. Pacific Fleet, or the Commander in Chief of the U. S. Atlantic Fleet.

In the future, personnel receiving letters of commendation may wear the new ribbon only if this privilege is accorded them by the issuing officer in the text of the letter. A second and each succeeding authorization will be represented by a small bronze star on the ribbon.

The new ribbon is of the same dimensions as the other Navy service ribbons and is myrtle green in color with a white stripe set in one eighth of an inch from each side.

**LEGION OF MERIT AWARDED
TO FOUR COAST GUARD
OFFICERS**

Legion of Merit awards have recently been presented to four officers of the U. S. Coast Guard for their exceptionally meritorious conduct in the performance of outstanding services to the United States in actions against the enemy.

For his services in the Mediterranean Sea, Capt. Roger C. Heimer received both the Legion of Merit and a Gold Star in lieu of the second Legion of Merit. The citations accompanying these awards follow:

For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States as Commanding Officer of the U. S. S. *Samuel Chase* during the amphibious assault on Italy. Under Captain Heimer's skillful and judicious direction in the thorough training and planning for the combat performance of the *Samuel Chase*, the operation was conducted expeditiously and with timely effectiveness which enabled the embarked troops and equipment to be landed promptly on the heavily defended beaches. Captain Heimer fought his ship gallantly during repeated enemy bombing attacks and, after successfully completing his mission, retired from the combat area without serious casualty to his command. His forceful and inspiring leadership throughout this vital operation was in keeping with the highest traditions of the United States Naval Service.

The citation accompanying the Gold Star follows:

For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States as Commanding Officer of the U. S. S. *Samuel Chase* during the amphibious assault on Sicily, July 10-12, 1943. Surmounting numerous obstacles which confronted him throughout this important operation, Captain Heimer, despite subjection to persistent and accurate raids by hostile planes, enabled his ship to disembark assault troops and unload vehicles and equipment on the assigned beach. Through his outstanding skill, expert supervision of the men under his command, and unwavering attention to a vital and difficult task, Captain Heimer contributed materially to the success of our forces in the Sicilian invasion.

Capt. Carl C. von Paulsen, for his services on the Greenland Patrol, received the Legion of Merit with the following citation:

For exceptionally meritorious conduct in the performance of outstanding services in positions of great responsibility in the Greenland Patrol. During the period from late July 1941, to mid-September 1943, Captain von Paulsen, as Commanding Officer, U. S. C. G. C. *Northland*, and later as Commander, Northeast Greenland Task Unit, conducted tactical operations against enemy outposts in Northeast Greenland, and by his detailed supervision and execution of these operations materially strengthened U. S. Naval control over these regions. He was responsible for careful reconnaissance and surveying of the east coast of Greenland, thereby obtaining accurate hydrographic information of the then little known East Greenland waters. In addition, as Senior Officer Present Afloat, Greenland, Captain von Paulsen made important contributions to the organization and coordination of the activities of the United States Atlantic Fleet in the Greenland area.

Comdr. G. Van A. Graves for his services on the Greenland Patrol, was awarded the Legion of Merit with the following citation:

For exceptionally meritorious conduct in the performance of outstanding services in positions of great importance in the Greenland Patrol. During the period from late February 1942, to late October 1943, Commander Graves as Commanding Officer of the Ice Information Detachment and of the Canadian Arctic Task Unit, and later as Chief of Staff, Commander Greenland Patrol, made valuable contributions to the successful waging of the battle of the Atlantic. After establishing and organizing the Ice Information Detachment, Commander Graves overcame many difficulties, and by virtue of his intimate and accurate knowledge of ice conditions and movements, was able to keep all United Nations ships operating in his area accurately informed of this very vital hydrographic information. As Commander Canadian Arctic Task Unit, he provided naval protection, coordinated movements, and provided necessary pilotage and escort for many merchant vessels operating in the poorly charted ice-infested waters. In addition he achieved a much improved mutual understanding between United States and Canadian armed forces and contributed to the more effective defense of the area.

Lt. Comdr. Francis C. Pollard received the Legion of Merit for the direction of

his vessel in a successful attack on an enemy submarine. His citation follows:

For meritorious achievement as Commanding Officer of the U. S. C. G. C. *Northland* in attacking and probably destroying an enemy submarine in the North Atlantic on 18 June 1942. When a faint echo was detected on the underwater echo-ranging equipment, Lieutenant Commander Pollard immediately developed the contact and identified the target as a submarine. Although handicapped by inadequate equipment and a limited number of depth charges, the *Northland* made two depth charge attacks which resulted in large air and oil bubbles in the area of the attack. No further contact could be made by the *Northland* following the second attack although the entire vicinity was vigorously searched by both surface and aircraft for about 15 hours before the search was abandoned. The accuracy of the attacks made by the *Northland* resulted in severe damage and probable destruction of the enemy as verified by the persistent oil slick and air bubbles that continued to rise from the scene of the attack as late as 10 hours after the initial depth charging.

CIVIL ENGINEERS SOCIETY HONORS FAMOUS LIGHT- HOUSE ENGINEER

Edward L. Woodruff, one of the outstanding engineers of the former Lighthouse Service, the designer of many famous lighthouses, and an associate of Prof. Joseph Henry in his research work on lighthouse illuminants and sound fog signals, has been honored in a memoir just published by the American Society of Civil Engineers.

Edward Lowrey Woodruff, who died in April 1943, was born October 8, 1851, in Buffalo, N. Y., son of Gen. Israel Carl Woodruff, Corps of Engineers, U. S. A.

Immediately on leaving school, he 1872, he entered the civil service. He was employed as assistant superintendent of construction by the U. S. Lighthouse Service, and in that capacity and successively as superintendent of construction and assistant civil engineer, served in the 3d Lighthouse District, New York, for 18 years. Early manifestation of those talents that were to earn for him eminence as a lighthouse engineer was rewarded by a call to Washington during the successive summer periods of 1875, 1876, and 1877, as special assistant to Joseph Henry, the great physicist, who was Director of the Smithsonian Institution, and who at that time was also Chairman of the Lighthouse Board, the administrative agency of the Lighthouse Service. It was Mr. Woodruff's privilege to assist Joseph Henry in experimental research on lighthouse illuminants and sound fog signals that was to revolutionize lighthouse practice and equipment.

During the period of his service in New York he designed, constructed, and equipped eight major light stations in the waters of Connecticut, New York, and New Jersey. Notable among these were Race Rock, Stratford Shoals, and Stepping Stones, all of which stand today with every evidence of permanence. Concurrently many engineering tasks of less import commanded his attention, including sea-wall construction, minor lights, and other aids to navigation. An interesting item not long before his departure from New York was his design and construction of a powerhouse and electric plant on Bedloe's Island for lighting the Statue of Liberty.

In the Spring of 1890, Mr. Woodruff accepted the opportunity for greater responsibilities in his chosen career by transferring to Detroit, Mich., which then was headquarters for the Lighthouse Service on the Great Lakes. There, as the principal assistant engineer, he was closely associated with some of the outstanding officers of the Corps of Engineers, including Gen. O. M. Poe and Gen. William Ludlow, and under their direction was responsible for all design and construction of lighthouses and other aids to navigation on Lakes Michigan, Superior, Huron, St. Clair, and connecting waters. During the next 9 years he designed and directed the construction of 18 major light stations in those waters, together with appurtenances and minor aids to navigation, constituting a majority of such structures then extant on the Lakes.

In February 1899, the growing magnitude of the work on the Great Lakes having made a division necessary, Mr. Woodruff transferred to the newly created 9th District with headquarters at Milwaukee, Wis. There, between 1899 and 1908, he performed some of his most outstanding accomplishments as a lighthouse engineer. Notable among his lighthouses of this period were Racine Reef and White Shoals, both distinctive and monumental in architecture, and both exceptional engineering structures on subaqueous foundations; Racine Reef in 30 feet and White Shoals in 20 feet are subject to the unique forces of winter ice packs and storm seas of Lake Michigan. These, too, may be added to his many monuments that will stand far into the future.

In the reorganization of the Lighthouse Service in 1910, Mr. Woodruff was selected for one of the principal execu-

tive posts in the Service, that of Lighthouse Inspector (later Superintendent of Lighthouses) in charge of the 11th District. Pending the transition from residuary officers of the Lighthouse Board administration to the completed personnel reorganization of the Bureau of Lighthouses, Mr. Woodruff served as Superintendent (chief engineering officer) of the 18th District in San Francisco. In harness once more, he devoted his talents with renewed energy and enthusiasm to the problems of lighthouse engineering on the California coast. It was at this time he designed the lighthouse which may be said, perhaps, to have become the most notable of his career, the Los Angeles Harbor Lightstation, constructed at the seaward extremity of San Pedro breakwater. Years later in 1929, for his design of this Lighthouse, Mr. Woodruff received the Phoebe Fowler Architectural Engineering Award (3d prize) from the American Society of Civil Engineers, a belated but fitting tribute to the completion of his active professional career.

In 1912 Mr. Woodruff assumed his post as Lighthouse Inspector in charge of the 11th District with headquarters in Detroit, Mich., having under his jurisdiction all aids to navigation and their operating appurtenances in the United States waters of Lake Superior, Lake Huron, Lake St. Clair, and their connecting and tributary waterways to the mouth of the Detroit River.

In 1924, Mr. Woodruff retired from active service at the age of 72.

CIVILIAN EMPLOYEES OF COAST GUARD TO GET SERVICE EMBLEMS

Civilian employees of the United States Coast Guard in all parts of the country will soon receive service pins in recognition of their important contribution to the war effort, according to an announcement made by the Assistant Secretary of the Navy. These "Civilian Service Recognition Emblems" will also be distributed to civilian employees of the Navy and Marine Corps.

The emblems, which are attractively designed plastic pins bearing the inscription, "U. S. Navy—Civilian Service," were developed by the Navy Department in response to numerous requests for some emblem of this character for the civilian employees of the many shore establishments of the Navy, Coast Guard, and Marine Corps.



